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**Staff Report and Recommendation to the Hearing Examiner
Four Seasons North Planned Development
PRJ-161559/LUP-73694**

Report Date	October 1, 2019
Hearing Date	October 15, 2019
Proposal	114-lot single-family residential subdivision over six existing parcels zoned R-22 using the Type IV Planned Development process
Location	11511 NE 28th Street
Applicant	Four Seasons Subdivision, LLC Attn: Phil Wuest 7223 NE Hazel Dell Vancouver, WA 98665
Property Owner	Four Seasons Place, LLC 400 E Mill Plain Blvd #500 Vancouver, WA 98660
Staff	Mark Person, Senior Planner/Case Manager Eric Hahn, Senior Civil Engineer – Transportation/Concurrency Steven Ulibarri, Fire Marshall Giff Hancock, Civil Engineer -Water Eric Torgerson, Civil Engineer - Sewer Mike Swanson, Civil Engineer - Stormwater Patricia Clerf, Building Plans Examiner
SEPA Determination	Final Determination of Nonsignificance
Approval Criteria	Planned Development – VMC20.260.050 Subdivision – VMC20.320.040
Staff Recommendation	Preliminary approval with conditions. Project conditions and/or required revisions are identified in the conclusion of this report.

APPEAL

This report to the hearing examiner is a recommendation from Community & Economic Development Department. The examiner may adopt, modify or reject this recommendation. The examiner will render a written decision within ten (10) working days after the public hearing record closes. The hearing examiner's decision may be appealed to the Vancouver City Council within fourteen (14) calendar days after the date the examiner's decision is mailed. Appeals must be made in writing and be received within this time period. The letter of appeal shall state the case number designated by the city and the name of the applicant, name and signature of each petitioner, a statement showing that each petitioner is entitled to file the appeal under VMC Chapter 20.210.130.B, the specific aspect(s) of the decision and/or SEPA issue being appealed, the reasons each aspect is in error as a matter of fact or law, and the evidence relied upon to prove the error (VMC 20.210.130.A).

A fee of \$1,826.00 must accompany the appeal. However, if the aggrieved party is a recognized neighborhood association, the fee assessed is \$138.00. The association must demonstrate at the time of appeal submittal that the decision to appeal was made pursuant to association bylaws. Submit the appeal request and fee to Community & Economic Development Dept., Permit Center, 415 W 6th Street, or mail to PO Box 1995, Vancouver, WA 98668-1995.

Permit center hours are 9 a.m.–12:30 p.m. and 1:30 p.m.–4 p.m.

For questions or additional information, you may contact the case manager by telephone at 360-487-7885, or by e-mail at mark.person@cityofvancouver.us.


Report Prepared By
Mark Person, Senior Planner/Case Manager

10/1/19
Date


Greg Turner, Manager
Land Use Team

10.1.19
Date

BACKGROUND

Project Summary

The proposal is to subdivide the 8.77 acre development site into 114 single-family residential lots in the R-22 zoning district, using the Planned Development process identified in VMC 20.260. The applicant proposes to serve the lots from a series of private streets and alleys extending from NE Angelo Drive to the south and the existing private road to the east.

The parcel is included in a development agreement from 2018 as part of the comprehensive plan amendment and zone change. As part of development agreement, future development of the parcels is subject to conditions outlined in this report.

General Site Information

Zoning District	R-22
Adjacent Zoning Designation	Mixed use to the west, R-22 to the north, across NE 28th, R-18 to the east and R-22 to the south, across NE Angelo Dr.
Comprehensive Plan Designation	UH
Parcel Size	8.77 acres
Adjacent Land Uses	Commercial to the west, residential to the north, across NE 28th St., retirement development to the east and multi-family residential to the south, across NE Angelo Drive
Access Roads	NE Angelo Drive to the south and NE Four Seasons Lane and a private drive to the east
Existing Vegetation	Trees, shrubs and grasses
Existing Structures	None
Topography	Generally flat with approximately 8 feet of elevation decline at the northern end of the site
Geologic Hazards	No mapping indicators
Flood Plains	No mapping indicators
Wetlands	No mapping indicators
Archaeology	Priority Level A and B
Drainage Basin	Burnt Bridge Creek
Wellhead Protection	No mapping indicators
Soils	HIB and HIC
Park Impact Fee District	District C
School Impact Fee District	Evergreen
Impacted Schools	Endeavour, Cascade, Evergreen
Traffic Impact Fee District	Pacific
Sewer District	Vancouver
Water District	Vancouver
Fire Service	Vancouver
Neighborhood Association	Landover-Sharmel

Procedural History

Activity	Case #	Date
Annexation history, Ordinance M-3299	M-3131	01/01/1995
Pre-application conference	PIR-72205	01/17/2019
Application submitted	LUP-73694	04/02/2019

Application determined fully complete		07/11/2019
Notice of application and notice of public hearing		07/25/2019
Final DNS		08/28/2019
Hearing Date		10/15/2019

APPLICABLE REGULATIONS

Vancouver Municipal Code

VMC Chapters 11.70 Transportation Concurrency; 11.80 Street Standards; 11.90 Construction in right of way; 14.04 Water and Sewer Use Regulations; 14.16 Water and Sewer Service Connections; 14.24 Erosion Control; 14.25 Stormwater Control; 16.04.160 Water Supply and Fire Hydrants; 16.04.150 Fire Apparatus Access; 16.04.170 through 16.04.210 Fire Protection Systems; 16.04.010 Premises Identification; 20.210 Decision Making Procedures; 20.250 Development Agreements; 20.260 Planned Developments; 20.320 Subdivisions; 20.915 Impact Fees; 20.770 Tree Conservation; 20.420 Higher Density Residential Districts; 20.691 112th Avenue Corridor Plan District; 20.925 Landscaping and Open Storage; 20.927 Narrow Lot Developments; 20.945 Parking and Loading; 20.970 Solid Waste Disposal and Recycling and 20.790 State Environmental Policy Act Regulations.

Comprehensive Plan

Public Works Publications

General Requirements & Details for Water Main Construction
General Requirements & Details for Sewer Main Construction

Other

RCW 58.17
Manual on Uniform Traffic Control Devices

ANALYSIS

Major Issues

Staff reviewed the proposal for compliance with applicable regulations, code criteria and standards in order to determine whether all potential impacts will be mitigated by the requirements of the code. Staff's recommendation reflects review of agency and public comments received during the comment period and knowledge gained from a site visit.

Only the major issues, errors in the development proposal and/or justification for any conditions of approval are discussed below. Staff finds that all other aspects of this proposed development comply with the applicable code requirements and require no discussion in this report.

Building code review is not performed during pre-application or site plan review. Filing of building permit application with required fees and review materials is required for a building code review.

AGENCY COMMENTS

Agency and public comments are listed below. The proposed project has been reviewed and recommendations made in light of these comments.

Clark County Public Health

CCHP issued a Development Review Evaluation for the project dated Feb. 28, 2019 (Exhibit 7).

Finding: Per the review evaluation by Public Health, public sewer is proposed and no on-site sewage system (OSS) was indicated on the application or was observed in the field or in CCPH record.

On-site sewage system components may exist at the site. Any OSS tanks or drywells discovered during development must be properly abandoned per CCC 24.17.210.

The proposed development must be served by public sewer. A copy of the final acceptance letter (or equivalent) from the purveyor shall be submitted with the Mylar (final plat).

Public water is proposed and required for this project. No existing water well is indicated on the application and no existing water well was observed in the field or identified in CCPH record. However, a standpipe extending two to three feet below grade was observed in the northwest quarter of parcel 162742034 and does not appear to be a water well.

Water wells may exist at the site. Any well discovered during development must be legally decommissioned by a licensed well driller per WAC 173-160-381. Decommissioned wells must be shown on the final plat.

The proposed development must be served by public water. A copy of the final acceptance letter (or equivalent) from the purveyor shall be submitted with the Mylar (final plat).

Conclusion: The proposal will comply with Public Health requirements as conditioned.

Department of Ecology

A letter was received from the Department of Ecology dated Aug. 23, 2019 (Exhibit 8). The email contains standards for solid waste management and water quality. **The applicant shall comply with these requirements during construction.**

Southwest Clean Air Agency

A letter was received from Southwest Clean Air Agency dated Aug. 22, 2019 (Exhibit 9). The letter contains standards for construction dust. **The applicant shall comply with these requirements during construction.**

FINDINGS

Land Use

20.210 Decision Making Procedures

Finding: Per VMC 20.210-1 Planned Developments require a Type IV process and recommendation by the hearing examiner to the City Council for final approval. Per Table 20.210-1, preliminary subdivision (10 lots or more) require a Type III process and preliminary approval by the hearing examiner.

Per VMC 20.210.020.D, when more than one application is submitted for a given development and those applications are subject to different types of procedure, then all of the applications are subject to the highest type of procedure that applies to any of the applications.

Conclusion: The proposal was reviewed as a Type IV application which is the highest type of procedure. The proposal complies with the decision making procedures of VMC 20.210.

20.250 Development Agreements

Finding: The site is within an area covered by a development agreement (M-4251) as part of a comprehensive plan and zone change that was completed in 2018. The DA contains the following conditions for future development review:

- a. A comprehensive parking study that examines public safety and mobility implications based on reasonable assumptions of residents or visitors use of garages, driveways, alleys or streets for parking. Based on the results of the parking study, the City may require the developer to provide additional parking spaces above current parking standards.
- b. Compliance with applicable fire access requirements, including implications for any homes proposed for alley access only.
- c. Compliance with transportation standards, including a traffic analysis demonstrating consistency with intersection performance and capacity standards, and revisions to the proposed street network if necessary to meet those standards.
- d. Provisions to ensure home frontages are as envisioned in the applicant's concept plan and supporting materials submitted, particularly on 28th Street and the associated planter strip, plantings, and detached sidewalk.
- e. Provisions to ensure compliance with applicable 112th Corridor Subarea Plan Design Guidelines, such as F.2 limitations on fence height to 36 inches as applied particularly to 28th Street, and internal pedestrian connections.
- f. Options to facilitate variety and/or openings in any proposed extended and unbroken rows of housing, along 28th Street and within the development.
- g. If multi-family densities are proposed to be achieved through single-family structures, design provisions shall be incorporated to achieve subarea plan building design guidelines overall intent of reducing scale and adding visual interest, particularly on 28th Street. Homes in the development should be comparable in terms of articulation and design quality to Four Seasons North Illustrative Concept materials submitted July 25, 2018.
- h. Provisions to facilitate tree retention consistent with the 112th Corridor Subarea Plan.
- i. A requirement to record against the properties covenants, conditions and restrictions that will impose a design review process to ensure all landscaping and building on the proposed development complies with design restrictions and maintenance requirements set forth in the final land use decision approving development of the subject property and that will require future property owners to maintain all private common open areas through a Homeowners Association.
- j. A requirement to ensure pedestrian access is provided from NE 25th Avenue envisioned in the southeastern portion of the rezone site to the NE Angelo Drive roundabout.

Applicant Response: The Four Seasons North PUD Subdivision development proposal meets the above conditions by providing street parking and parking in several private tracts for residents or visitors, has complied with fire access requirements, is consistent with intersection performance and capacity standards, home frontages are shown on the concept plan, complies with applicable 112th Corridor Subarea Plan Design Guidelines, homes will vary, and trees are being retained

on-site, a home-owners association will ensure that landscaping and buildings will be maintained. A pedestrian access has been provided from NE 25th Street to the NE Angelo Drive roundabout with the Four Seasons Terrace Subdivision (under separate application from this PUD (PRJ-161378/PIR-71984)).

Conclusion: The proposal is consistent with the development agreement.

20.260 Planned Developments

Finding: Per VMC 20.260.030(1) Planned Developments, 25 acres or less require a Type IV process and a recommendation by the hearing examiner to the City Council for final approval.

20.260.010 Purpose

A. Flexibility. Provide a means for creating planned environments in any base zoning district through the application of flexible standards, i.e., zero-lot lines, narrower streets, and other innovative planning practices that will result well-designed, efficient and functional urban environments.

B. Efficiency. Facilitate the efficient use of land.

C. Economic feasibility. Increase economic feasibility by fostering the efficient arrangement of land use, buildings, circulation systems, open space and utilities.

D. Resource preservation. Preserve to the greatest extent possible the existing landscape features and amenities through the use of a planning procedure that can tailor the type and design of a development to a particular site.

Applicant Response: This proposal seeks to create a cohesive planned community for families that desire to live close to the Four Seasons activity center in the heart of east Vancouver. The community is planned to have two level attached and detached housing, two-car garages, well designed and finished homes with on-site open space amenities and convenient proximity to groceries, retail opportunities and health care services. The homes may be purchased by any buyer, but the Applicant believes that the homes will be particularly attractive to first time home buyers that want to live close to urban services and amenities.

Finding: The applicant is proposing a planned development to accommodate specific design elements. The design requires the applicant to request the following adjustments through the planned development to applicable codes requirements: maximum lot coverage up to 75 percent and a reduction of the R-22 minimum lot size to 1,451 square feet from the standard 1,500 square feet required for three lots (Lots 93, 96 and 97).

Additionally, the applicant is requesting to utilize adjustments to the development standards found in VMC 20.910 Exceptions & Interpretations and VMC 20.927 Narrow Lot adjustments. These adjustments include: zero lot line development and reduced setbacks for covered porches.

As the applicant describes, the reason for this request is to create a cohesive planned community for families that desire to live close to the Four Seasons activity center. The proposal meets the goals and policies of providing new housing, flexibility and efficiency for a growing diverse population as listed in the Vancouver Comprehensive Plan 2011-2030 and the 112th Corridor Subarea Plan which are both applicable to this development.

20.260.020 Applicability

A. Applicable in all zones.

The planned development is a development vehicle that may be used in all base zoning districts except in the Park, Greenway and Natural Area districts.

Applicant Response: The planned development is a development vehicle that may be used in all base zoning districts except in the Park, Greenway and Natural Area districts. The applicant is proposing a planned development on land with zoned R-22; planned developments are allowed in this zone. This proposal still includes higher than average open space, smaller lots with smaller family homes and proposed amenities that will appeal to a range of buyers. Front porches and alley-load garages will aid in creating and maintaining community as owners take possession of homes and get to know their neighbors.

Finding: The base zone of the parcels is R-22, a planned development is allowed.

B. Permitted Uses.

Applicant Response: The applicability provisions at 20.260.020.B.1.a.(1) and (2) indicate single-family detached residential units and two or more single-family attached residential units are allowed by right within planned developments in the R-22 zone. This section also indicates a 5% density bonus is allowed per the provision of 20.260.060 (D).

Planned developments are allowed on the subject site. Thirty-two attached single-family residential units and 82 detached single-family units are proposed. Associated with the planned development, an adjustment is requested to the maximum lot coverage standards allowed in R-22 zone. An adjustment is also requested for a reduction in the minimum lot size.

Because the site is proposed for narrow lots and more than 50% of the lots will be provided alley access (discussed in more detail below), the base zone lot coverage is 65% on the R-22 portion of the site pursuant to VMC 20.927.050. This Planned Development proposal requests an adjustment to 75% lot coverage. The purpose of the lot coverage request is to accommodate single family homes with two-car garages that are large enough to house a family. This development will consist of relatively large homes on smaller lots. The homes will include two-car garages and well-design living space for a family. While the outside area on each lot is minimal with 75% lot coverage, the property is that is available will be located around the front porches and creating a welcoming environment. There is also emphasis on having green/open space throughout the development, including a hybrid street through the center of the project that, when combined with the private areas on the fronting homes, will be an amenity the entire community can enjoy.

Finding: Staff concurs with the applicant. The subject site is currently zoned R-22 Higher Density Residential. The applicant is proposing 32 attached single-family attached units and 82 single-family detached units. In the R-22 residential district, single-family detached and single-family attached (two or more) are permitted by right within planned developments per VMC 20.260.020(B)(1)(a) & VMC 20.260.020(B)(2)(a).

During the review process, the applicant removed the hybrid street through the center of the development. Current plans show a central green through the center of the development similar to the concept plan presented to City Council and Planning Commission during the comprehensive plan amendment and zone change.

C. More than one base zone.

More than one base zone. When a site contains land that is in more than one zoning district, the allowed and conditional uses at the required minimum and maximum densities, if applicable, shall be proportionate to the land within the development site devoted to each zoning district. The zoning may

be shifted around the site provided that the same proportion acreage of each zoning district is retained. The concept and detailed plans shall explicitly illustrate such physical re-configuration of the site and shall be used as the basis for all subsequent land use reviews.

Finding: The entire site is zoned R-22 and does not contain more than one base zone.

20.260.030 Approval Process

A. Elements of approval process. The two elements of the planned development approval process

1. Approval of the planned development concept development plan which contains a substantial level of detail for the whole project; and
2. Approval of the detailed site plan(s) to be constructed in one or more phases that provide all of the additional detail not contained in the concept plan.

Finding: The applicant has submitted a concept development plan and a detailed development plan as part of their planned development application. In addition, the applicant is requesting approval of a subdivision. Per VMC 20.260.030(C), filing multiple applications is permitted and shall be reviewed by the procedure type of the highest level. The review for a new planned development concept plan requires a Type IV procedure which is the highest level in this application. Staff finds the proposed concurrent reviews adhere to VMC 20.260.030(C).

B. Decision-making process.

1. *Initial approval.* A new planned development concept plan shall be processed by means of a Type IV review, per 20.210 VMC, using approval criteria contained in 20.260.050 VMC. The Planning Commission shall be the initial review authority for planned developments greater than 25 acres in size and the Hearings Examiner shall be the initial review authority for planned development 25 acres or less in size. The initial reviewer shall issue a recommendation to the City Council. The City Council shall be the final authority for planned developments.

Finding: As previously mentioned, a new development concept plan shall be processed by means of a Type IV review. Planned developments less than 25 acres in size shall be initially reviewed by the hearing examiner then subsequently the city council for final authority. The public hearing is scheduled for Oct. 15, 2019, and a first City Council reading is scheduled for Nov. 25, 2019, with a Dec. 2, 2019, public hearing.

C. Concurrent reviews. An applicant may file two or more related requests concurrently. These concurrent reviews will be reviewed by the procedure type of the higher/highest level, that is, if one review is subject to a Type III process and the other a Type II process, both will be subject to a Type III review process.

Applicant Response: As indicated above, the requested action is approval of a concept development plan, detail site plan and subdivision approval concurrently. The proposal includes a planned development which requires a Type IV review process. Therefore, the entire application is subject to the Type IV review standards.

Finding: As previously mentioned, staff finds the proposed concurrent reviews adheres to VMC 20.260.030(C).

D. Adjustments. Adjustments to numerical development standards in the underlying zoning district shall meet the criteria contained in Section 20.260.050(B) VMC below in lieu of requirements for variances contained in Chapter 20.290 VMC. The exception to this is a request to exceed the maximum height permitted in the underlying zone, which will require a concurrent variance request per 20.290 VMC.

Finding: The applicant is requesting three adjustments (lot coverage, lot size and setback to alley) under the planned development provisions. The requested adjustments meet the adjustment approval criteria of 20.260.050.B 1-3 and are consistent with the vision of the 112th Corridor Subarea Plan. The plan identifies goals for a diversity of housing types in more urban areas for a growing demographically diverse population. See 20.260.050.B below.

20.260.050 Approval Criteria

A. Concept development plan approval criteria. To receive approval for a planned development, the applicant shall demonstrate compliance with all of the following criteria:

1. Content. The concept plan contains all of the components required in Section 20.260.070. The proposed development and uses comply with all applicable standards of the Title, except where adjustments are being approved as part of the concept plan application, pursuant to Section 20.260.030 (D)(2).

Applicant Response: *Content.* The concept plan contains all of the components required in Section 20.260.070. Compliance with all applicable standards. The proposed development and uses comply with all applicable standards of the Title, except where adjustments are being approved as part of the concept plan application, pursuant to Section 20.260.030 (D)(2).

The application includes a vicinity map. Surrounding land uses include retail commercial to the west, multifamily residential to the south, senior living, a public park and public school to the east. North of NE 28th Street is a single family detached neighborhood.

Finding: The applicant submitted a Concept Development Plan with the application. Elements of this plan were reviewed against VMC 20.260.070. Further analysis of this plan will be addressed throughout this report.

2. Architectural and site design. The proposed development demonstrates the use of innovative, aesthetic, energy-efficient and environmentally-friendly architectural and site design.

Applicant Response: The proposed development demonstrates the use of innovative, aesthetic, energy-efficient and environmentally-friendly architectural and site design. The proposed development is 100% alley loaded and will offer several different small-lot building types. The project incorporates a modified green street, good pedestrian permeability and open spaces.

Finding: The proposed development includes alley access, a central green and various plazas and trails throughout the site in compliance with the 112th Avenue Corridor Plan and the development agreement. **Future homes along NE 28th Street shall be substantially similar to the concept renderings submitted June 20, 2019.**

3. Transportation system capacity. There is either sufficient capacity in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity by the time each phase of development is completed.

Applicant Response: Please see the traffic study.

Finding: A traffic impact analysis dated March 29, 2019, was submitted to the City of Vancouver Transportation Department for review. Comments on the traffic study are listed later in this report addressing this requirement.

4. Availability of public services. There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and storm water disposal, to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed.

Applicant Response: There is either sufficient capacity within public services such as water supply, police and fire services, and sanitary waste and storm water disposal, to adequately serve the development proposed in all future phases, or there will be adequate capacity available by the time each phase of development is completed. As noted in the pre application report, public services are available.

Finding: The proposal has been reviewed by Vancouver Public Works for public service availability. Their comments are listed later in this report addressing this requirement.

5. Protection of designated resources. Protection of designated resources. City-designated resources such as historic landmarks, significant trees and sensitive natural resources are protected in compliance with the standards in this and other Titles of the VMC.

Applicant Response: City-designated resources such as historic landmarks, significant trees and sensitive natural resources are protected in compliance with the standards in this and other Titles of the VMC. This project will be designed and implemented consistent with the City's 112th Subarea Plan.

Finding: There were no mapped critical areas located on the subject site. However, per VMC 20.710.020(B)(2), an archaeological predetermination is required. Additional information on this report is addressed later in this report under 20.710 Archaeological Resource Protection.

6. Compatibility with adjacent uses. The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned development and adjacent uses. If zoning districts are shifted per Section 20.260.020(C) VMC, there shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features or other techniques.

Applicant Response: The concept plan contains design, landscaping, parking/traffic management and multi-modal transportation elements that limit conflicts between the planned development and adjacent uses. If zoning districts are shifted per Section 20.260.020(C) VMC, there shall be a demonstration that the reconfiguration of uses is compatible with surrounding uses by means of appropriate setbacks, design features or other techniques.

The proposed higher-density single family use is entirely consistent with surrounding land uses.

Finding: The subject site is surrounded by single-family detached uses to the north, across NE 28th Street, a senior living facility and elementary school to the east, multi-family to the south, across

NE Angelo Drive and commercial uses to the west. Based on the surrounding uses, zoning and comprehensive plan designation, the proposed development is compatible with the adjacent uses.

7. Mitigation of off-site impacts. All potential off-site impacts including litter, noise, shading, glare and traffic, will be identified and mitigated to the extent practicable.

Applicant Response: All potential off-site impacts including litter, noise, shading, glare and traffic, will be identified and mitigated to the extent practicable.

These will be established and addressed through the development review process.

Finding: The development will be subject to applicable building codes, routine site inspections during construction and VMC 8.20 Nuisances.

B. Adjustment approval criteria. Adjustments to numerical development standards may be processed as part of the request for concept if the applicant can demonstrate compliance with all of the following approval criteria:

1. The adjustment(s) is warranted given site conditions and/or characteristics of the design.
2. The benefits accruing from the implementation of the adjustment outweigh any potential adverse impacts.
3. Any impacts resulting from the adjustment are mitigated to the extent practical.

The applicant is requesting the following adjustments to the PD standards:

Lot Coverage Adjustment

Applicant Response: The requested adjustment would increase lot coverage from the base zone amount to 75% to provide for sufficient ground-floor building homes large enough for families, two-car garages and front porches. A portion of the increased lot coverage will be allocated to inclusion of front porches which are allowed under City code in the front yard setback area where homes are alley loaded.

The site design is based on meeting the minimum allowable density (104 units) on smaller lots and targeting the underserved market segment for relatively affordable entry-level homes for entry level buyers and/or homes for downsizing baby boomers. Generally, proposed lot sizes range from 1451 square feet for some of the proposed attached homes to around 1750 square feet for the single family detached portion of the project, although three of the proposed lots are smaller than the 1,500 square foot minimum (going to 1451 sq ft on the smallest, see lot size adjustment below). Conditioned living space for a three-bedroom home will typically be about 1550-2260 square feet (average of around 1800) and a two-car garage (necessary, we believe, due to the location of the property) will be approximately 460 square feet. If we construct a 1,700 square foot home with a 400 square foot garage, we'll need a total of 2,100 square feet of building space. One-half of that is 1050 square feet. Add a 250 square foot front porch and there will be a ground-floor footprint of 1,300 square feet. 1,300 is just under 75% of the proposed lot size of 1,750 square feet for most of the detached homes.

75% lot coverage will allow for around 2000 square feet buildings (total living space), including garages, which allows for a reasonable family home design. Including front porches on the alley

load lots is an additional community amenity that the Applicant believes will help to create character and livability and the front porches will count against allowable lot coverage.

Because the Applicant is seeking to both meet minimum density and provide housing in an underserved market segment, the adjustment is warranted to accommodate the proposed community design. No impacts are anticipated to surrounding property because the project is buffered by roads and higher density/intensity uses on all sides.

The use of maximum lot coverage percentages in the zoning code is interesting in light of minimum and maximum lot dimensions, densities and setbacks. It is an issue that is not addressed in the City's narrow lot code but probably should be. More affordable housing for both those entering the housing market for the first time and for those families downsizing from larger homes is lacking in Vancouver. In this case, higher lot coverage will allow for a lower price point in exchange for smaller individual yards.

Through the Planned Development ordinance, we are proposing to build homes with smaller yards but more community open space and off-site guest parking. The proposed development includes 10% open space on several private tracts and pedestrian connections that provides access to and through the site to nearby retail opportunities, the elementary school and public park. The project also proposes guest parking in several private tract areas and significant opportunities for on-street parking in front of homes because of the alley-load design. Overall, there will be 467 parking spaces for the 114 units, including the combined 108 on-street and guest parking spaces; a ratio of .95 guest spaces for each of the proposed 114 dwelling units. Only 152 parking spaces are required by city code. This project has far exceeded that.

As noted above, the community design includes significant open space and parking and will meet all setback requirements under the code. The goal of increasing lot coverage is to build entry-level homes for families, and to do so on smaller, more urban lots. In this context, the impact of smaller yards is mitigated by including more community space and parking. The benefit is a housing product in very short supply in the City of Vancouver.

Minimum Lot Size Adjustment

Applicant Response: As noted above, three of proposed lots are also just under the minimum lot size of 1,500 square feet. The requested adjustment would decrease the minimum lot size from 1,500 sf to 1,451 sf for those three lots. Those three lots are all internal units on the four-plexes proposed on the north side of the project on the 28th Street frontage. As interior lots on a 4-plex the adjustment will not be noticeable and will have no adverse effect on any surrounding property.

Maneuvering space for driveways and alleys Adjustment

Applicant Response: Driveway depths are proposed at 18 feet off of the alleys. Table 20.420—5-, note #4 explains there must be a minimum of 20 feet of maneuvering space from entrance edge of garage/carport to approved edge of alley. Because the alleys have been widened from 16 feet to 20 feet for emergency vehicle requirements, this standard cannot be met. There is still 38 feet of maneuvering area for cars to turn across the alley and into their garages. The proposed 18 foot deep driveways and 20 foot wide alleys will provide the same maneuvering areas as the narrow lot 16 foot wide alley and 20 foot deep driveways. All three of the approval criteria have been satisfied for this requested adjustment.

Finding: The applicant is requesting three adjustments under the planned development provisions. The first is an increase in maximum allowable lot coverage from 65 percent (R-22 narrow lot VMC 20.927.050(B)) to 75 percent.

The second adjustment is a reduction in minimum allowable lot sizes in the R-22 zoning designation from 1,500 square feet to 1,451 square feet for three lots (93, 96 and 97).

The third is to decrease the distance between the entrances of garages/carports to approved edge of alley from 20 to 18 feet.

The proposal and requested adjustments meet the adjustment approval criteria of 20.260.050.B 1-3 and are consistent with the vision of the 112th Corridor Subarea Plan. The plan identifies goals for a diversity of housing types in more urban areas for a growing demographically diverse population.

C. Conditions of approval. The review authority shall impose any conditions of approval necessary to mitigate potentially adverse impacts on surrounding properties to the greatest extent practicable.

Finding: Staff recommends conditions of approval that are listed at the end of this report.

D. Detailed site plan approval criteria. During the site plan review process, the planning official shall approve the detailed development plan for one or more phases of the development upon finding that the final plan conforms to the approved conceptual development plan, including all conditions of approval, unless the modification of the concept plan is sought concurrently as described in 20.260.030 (C)(6) VMC.

Finding: The applicant is not proposing phasing for this project.

20.260.060 Development Standards

A. Minimum development size. There shall be no minimum site size for any type of planned development.

Finding: The applicant is proposing a planned development for a tract of land 8.77 acres in size.

B. Applicability of base zone development standards. The provisions of the base zone are applicable as follows. When the zoning districts within the planned development have been shifted as permitted in Section 20.260.020 (C) VMC, the applicable development standards for the underlying zones shall shift accordingly.

1. *Lot dimensional standards:* The minimum lot depth and lot width standards shall not apply.

Finding: Though not required, the applicant is proposing adherence to the Narrow Lot Development standards VMC 20.927 for this development.

2. *Lot coverage:* The site coverage provisions of the base zone shall apply.

Finding: The R-22 base zoning allows for 50 percent lot coverage. Through the narrow lot incentives for providing alleys (VMC 20.927.050(B)), maximum lot coverage can be increased to 65 percent for higher density residential. As previously mentioned, the applicant is requesting the following adjustment through the Planned Development to a maximum lot coverage of 75 percent.

3. Setbacks:

- a. *Front and rear yard setbacks for structures at the perimeter of the project shall be the same as required by the base zone except when an adjustment is approved, per Section 20.260.030(D).*

Finding: The applicant is proposing to utilize incentive based adjustments to the setback requirements as listed in VMC 20.927.050 Narrow Lot Developments and VMC 20.910.050 Zero Lot Line Development. More specifically the incentives sought are for porch allowance of a six-foot encroachment into the front yard setback (20.927.050(F)(3)), zero lot lines (20.910.050), and an 18-foot rear yard setback from the edge of alleys (20.927.050(F)(2)). All other setback requirements will adhere to the development standards of the underlying zoning and planned development standards.

- b. *The side yard setback provisions shall not apply except that all detached structures shall meet the City's adopted building code requirements for type of construction.*

Finding: The proposal meets side yard setback provisions per the adopted building code. The street side yard setback for parcels 31, 32, 66 and 67 are proposed to be five feet.

- c. *Front yard and rear yard setback requirements in the base zone setback shall not apply to structures on the interior of the project except that any garage facing a street shall be set back a minimum of 18 feet from the front or side street property line.*

Finding: The applicant is permitted to utilize the narrow lot development setback requirements as listed in VMC 20.927.

- d. *All buildings will meet the front and rear yard setback standards as modified pursuant to this Chapter, except for maximum height for which a variance shall be sought, as governed by Chapter 20.290 VMC.*

Finding: The applicant is not proposing any adjustments to the height requirements of the base zone; therefore, no variance is required for the requested adjustments.

The minimum lot area standard in the R-22 zone is 1,500 square feet. The applicant requests an adjustment under the planned development process for three lots to be below 1,500 square feet. Proposed lots 93, 96 and 97 will be below 1,500 square feet, down to 1,451 square feet.

The incentive for using alleys allows for greater lot coverage above what is permitted in the base zoning (VMC 20.927.050). Additionally, the subject site is located within the 112th Corridor Subarea Plan Design Guidelines. As part of the concept of the plan, there is an emphasis on a mixture of housing types that accommodate demographic diversity (B 112th Corridor Concept pg. 6) and the encouragement of street-oriented developments (C Site Planning & Amenities [C.1 Building Location & Orientation] pg. 8). The request meets the design concept, intent and vision of the 112th Corridor Subarea Plan. Buildings adjacent to the proposed alleys are oriented towards the street and lot design is proposed to attract a specific demographic.

C. Common open space. In exchange for the approval of higher residential densities, smaller lots and relaxed development standards, the developer of a planned development is required to provide common open space for the active and passive recreational activities of residents,

employees and visitors. Such space will be aggregated wherever feasible and shall consist of a combination of landscaped and paved (hard-scraped) areas. Such common open space shall include some combination of the following: plazas, arbors, sitting areas, picnic areas, playing fields and trails to accommodate a variety of active and passive activities and promote visual interest.

- In planned developments, the following requirements shall apply.
 - a. At least 10 percent of the gross area of the site must be devoted to such open space. Such space must be fully accessible to the residents, employees, visitors and/or other users of the site. Reduction of this standard in PDs of two acres or more is prohibited. A reduction of this standard in PDs of less than two acres is subject to an adjustment per Section 20.260.030(D) VMC using approval criteria in Section 20.260.050(B) VMC.

Finding: The applicant is proposing multiple open space tracts and plazas, including the central open space running north/south, that will be accessible to the residents of the proposed development. The applicant has dedicated a total land area of 44,047 square feet for the open space on an 8.77 acre project area. This totals 11.53 percent of the gross area devoted to open space meeting the requirement of this section.

- b. Fenced yards associated with buildings immediately adjacent to designated open space and landscaping in parking lots shall not count toward the total requirement.

Finding: No fenced yards or landscaping associated with parking lots are counted toward the open space requirement.

- c. Environmentally-constrained land within the planned development, including wetlands, geologically hazardous areas, sensitive wildlife habitats, pursuant to Section 20.740 VMC or native vegetation and healthy soil preservation pursuant to 20.770 VMC or stormwater facilities pursuant to Chapter 14.25 VMC; may be used to meet up to 50 percent of the total requirement specified in Subsection (a) above, provided that these areas are not fenced and are either accessible to pedestrians to the extent practical or are visually accessible from adjacent and adjoining common open space.

Finding: Based on information taken from county data, there are no mapped areas that contain environmental constraints within the subject site as listed in VMC 20.740 Critical Areas or 20.770 Tree, Vegetation, and Soil conservation. The applicant has not elected to use a portion of the stormwater facilities toward the open space requirement.

- The common open space designated to meet this requirement shall be permanently maintained by and conveyed to one of the following:
 - a. A homeowners' or property owners' association as regulated by State law.
 - b. A public agency that agrees to maintain the common open space and any buildings, structures or improvements placed within it.

Finding: A condition of approval has been added requiring the following note to be placed on the final plat, "**Home Owner Association is responsible for maintenance of all open space tracts listed on this plat.**"

- The applicant may not seek a variance or adjustment to reduce the minimum open space requirement specified in Subsection (2)(a) above.

Finding: The applicant did not request application variance or adjustment to the minimum open space requirement.

20.320 Subdivisions

Finding: Per VMC 20.320.040, to receive approval of a preliminary plat, the applicant must demonstrate compliance with the following criteria.

Public facilities provision

Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal methods that are consistent with the city's current ordinances, standards and plans.

Finding: As discussed and conditioned in the following sections of this report, adequate provisions have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal.

Proposed improvements

Appropriate provisions have been made for proposed streets, alleys and public ways, utilities and other improvements that are consistent with the city's current ordinances, standards and plans, and Public Health and/or Washington State Department of Transportation standards and plans, where applicable.

Finding: The proposed land division will extend a private street from NE Angelo Drive to the south and connect to the existing private road to the east in two places. The private streets are required to meet city standards. The future residences will be required to connect to the city's water and sanitary sewer systems. The applicant's proposal, as discussed in the engineering section of this report, will meet the above-noted requirements as conditioned. Public Health requirements are noted in this report and made a condition of approval.

Open space and dedications

Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for open space, parks, schools, dedications, easements and reservations.

Finding: Provisions for the acquisition and maintenance of open space, parks and schools will be provided with the payment of school and park impact fees, paid upon the issuance building permits. Any required dedications, easements or reservations are required to be shown on the final plat.

Physical characteristics

The design of the proposed short subdivision or subdivision-site has taken into consideration the physical features of the site, including but not limited to topography, soil conditions, susceptibility to flooding, inundation or swamp conditions, steep slopes or unique natural features such as wildlife habitat or wetlands.

Finding: The physical characteristics of the site have been considered in the design of the subdivision as documented in this report.

Re-platting of existing subdivisions

When re-platting an existing subdivision, the short subdivision or subdivision shall comply with all the terms and conditions of the existing subdivision's conditions of approval.

Finding: No subdivision terms or conditions are known that impact the proposal.

Compliance with all requirements of this title

The proposed short subdivision or subdivision complies with all applicable requirements of this title unless modified through the approval.

Finding: The applicable requirements of Title 20 are addressed in this report and have been met or will be met with conditions of approval.

Compliance with state requirements

That the proposed short subdivision or subdivision complies with the requirements of RCW 58.17.110.

Finding: The Comprehensive Plan identifies goals and policies that are implemented through the city's Land Use and Development Code. They guide development in the City of Vancouver for the benefit of the public health, safety and general welfare. The proposed plat complies with these requirements by providing new housing units at the density anticipated by the zoning code, by providing the necessary infrastructure to serve the development, the payment of impact fees for schools, parks, and transportation, and by demonstrating that applicable laws can be complied with as conditioned; therefore, the public interest should be served by the proposed plat.

The proposed plat will assist in the expansion of the city's housing supply; it will facilitate development in an area that is largely developed and has urban services; it will implement city goals promoting development while limiting urban sprawl.

The Evergreen School District received notification of the proposed development to assist in the forecasting growth within each school. Any additional bus stop locations will be determined by the school district. A letter from Evergreen School District regarding capacity is included as Exhibit 10.

This project complies with RCW 58.17.110.

Narrow Lot Additional Criteria

Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet additional criteria of VMC 20.927.030 A, B and C.

Finding: The proposed development includes lots less than 40 feet in width, the criteria of VMC 20.927.030 A, B and C are addressed in this report.

Street improvement standards

All proposed streets and street improvements shall comply with the provisions of Title 11 and approved transportation standards details on file with the Transportation Department.

Finding: As stated in the Transportation section of this report, street improvements will comply with the provisions of Title 11, subject to the conditions of approval.

Blocks

The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated; consideration of the needs for convenient access, circulation, and control; safety of motor vehicular, bicycle and pedestrian traffic; and recognition of limitations and opportunities of topography.

Sizes of blocks

Blocks shall not exceed 1,300 feet in length between street lines, except blocks adjacent to arterial streets or unless a previous adjacent layout or topographical conditions justify variation. The recommended minimum distance between intersections of arterial streets is 1,800 feet. Minimum length of a block shall not be less than 180 feet.

Finding: The proposed block complies with the above standards.

Easements for utility lines

Easements for sewers, drainage, water lines, electric lines or other public use utilities shall be provided. The size and location of the easement shall be reviewed and approved by the appropriate utility provider.

Finding: All water, storm and sanitary sewer lines constructed within the public right of way do not require easements. However, if these lines, hydrants, water meters or other utilities are constructed outside the public right of way, dedication or easements will be required prior to final plat approval.

Watercourses

If a subdivision is traversed by a watercourse such as a drainage way, channel or stream, there shall be provided a stormwater easement for the width of the watercourse plus 15 feet on each side of the watercourse. Streets or parkways parallel to a major watercourse may be required.

Finding: No watercourse traverses the property.

Pedestrian/bicycle ways in and through residential subdivisions

In blocks over 800 feet in length, a pedestrian/bicycle way with a minimum width of 16 feet shall be required through the middle of the block when required by the transportation manager for public convenience and safety; 12 feet of the 16-foot corridor shall be paved in a durable material. If unusual conditions require blocks longer than 1,200 feet in length, two pedestrian/bicycle ways shall be required. When required by the transportation manager for public convenience and safety, pedestrian ways shall be required to connect cul-de-sacs or to pass through unusually shaped lots.

Finding: No blocks are being created over 800 feet in length by this subdivision.

Flag lots

Flag lots may be permitted, provided that the minimum width of the flag stem is 15 feet for a single lot and 20 feet for a shared flag access, and it is in compliance with fire access standards contained in VMC 16.04.150. No more than four lots may be accessed from a single flag stem. A private maintenance agreement shall be recorded for driveways which serve more than one lot.

Finding: No flag lots are proposed.

Lot side lines

Side lines, as far as practical, shall run at right angles to the street on which the lot faces.

Finding: Side lot lines, as far as practical, run at right angles to the adjacent street.

Lot frontage. With the exception of flag lots, all lots shall abut on a public or private street with a minimum frontage of not less than 20 feet.

Finding: Each lot will have 20 feet or more of frontage.

Parks and playgrounds. The review authority shall see that appropriate provision is made for parks and playgrounds to serve the proposed subdivision.

Finding: Park impact fees assessed for the future residences are to be used for the acquisition of new parklands and improvements to existing parks.

Narrow lot land divisions. Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet the development standards of VMC 20.927.040.

Finding: The proposed lots are less than 40 feet in width. The development standards of 20.927.040 are addressed within this report.

Existing trees. All subdivision developments shall comply with the tree and vegetation management provisions contained in Chapter 20.770 VMC Tree Conservation.

Finding: The proposal complies with the tree conservation ordinance, as noted in the tree conservation section of this report.

Conclusion: The proposal complies with the subdivision development standards as conditioned.

20.410.030-1 Higher-Density Residential Districts Use Table

Finding: Per Table 20.420.030-1, detached single-family dwellings are a permitted use in the R-22 zoning district provided the minimum required residential density is met, on an overall project basis.

Conclusion: The proposal complies with the use restrictions of the R-22 zone. Minimum and maximum densities are addressed within this report.

20.420.040 Minimum and Maximum Densities

Finding: The maximum density in the R-22 zone is 22 units per acre and the minimum density is 18.1 units per acre. The proposed 114-lot subdivision meets minimum and maximum allowed density.

Zone	Net Site Area	Minimum Units Allowed	Maximum Units Allowed
R-22	5.74 acres	104	126

20.410.050-1 Development Standards in Higher-density Residential Zones

Standard	R-22	Proposal
Minimum Lot Size	1,500 sf ¹	1,452 sf ^{1#}
Maximum Lot Coverage*	50%	75% [#]
Minimum Lot Width	20'	20'
Minimum Lot Depth	50'	70'
Minimum Setbacks		
Front yard*	10'	10'
Rear and through yards *	0' ² /5'	4'
Side yard*	0' ² /5'	0' ² /5'
Street side yard*	10'	5' ²
Garage/Carport from public/private street right of way or sidewalk easement*	18'	18'
Garage/Carport from alley*	5' ⁴	4' [#]
Maximum Height*	50'	35'
Minimum Landscaping Requirement* (percentage of total net area)	10%	10%

¹ Provided the required residential density is met on an overall project basis.

² See requirements for zero lot line developments pursuant to Section 20.910.050 VMC. *Planned Developments to not have side yard setback standards as long as the adopted building codes are met.*

³ This footnote has been deleted

⁴ There must be a minimum of 20' maneuvering space from entrance edge of garage/carport to approved edge of alley

*Verified for compliance during individual site building permit review

The applicant has proposed an adjustment through the planned development for this change.

Finding: The proposed lots comply with the above standards as adjusted by the planned development addressed within this report. Development standards for houses will be reviewed at the time of building permit application.

20.691 112th Avenue Corridor District

Finding: The site is located within the 112th Avenue Corridor Plan District. Per VMC 20.691.030.B, properties within the Plan District shall comply with their respective code requirements and development standards and meet the intent of the 112th Avenue Corridor Design Guidelines.

- All new development, streets, and street improvements shall meet the intent of the adopted 112th Avenue Corridor Design Guidelines.
- All new development shall meet the intent of the connecting streets, trails and open spaces illustrated on the Conceptual Site Plan within the 112th Avenue Corridor Design Guidelines.

The applicant has designed the site incorporating design guidelines of the 112th Corridor into the overall plan, including roadway location, open space and connections to NE 28th Avenue and Angelo Drive through the site in addition to east/west cross circulation and sidewalks providing a pedestrian system through the site.

20.710 Archaeological Resource Protection

Finding: This project is located within an area of high probability for the discovery of archaeological resources; therefore, a predetermination was submitted as part of the application. The city's consulting archaeologist reviewed the report and determined that an archaeological resource survey was not necessary. However, if any cultural or historical resources are discovered during construction activity, construction shall cease until a qualified archaeologist assesses the find. **Prior to final civil and plat approval, a note shall be added to the plans and plat stating: "In the event that archaeological deposits are encountered during construction, work shall be halted immediately and the City of Vancouver's Community and Economic Development Department and the Washington State Department of Archaeology and Historic Preservation shall be notified in order for the findings to be investigated and assessed by a professional archaeologist."**

Conclusion: The proposal complies with the Archaeological Resource Protection ordinance as conditioned.

20.770 Tree Conservation

Finding: Based on the net site area of 5.74 acres, a minimum of 172 trees units are required. The tree plan shows 192 tree units to be planted. This meets the minimum tree density requirement of 30 tree units per acre.

Prior to civil plan approval, increase diversity by reducing the number of dogwoods and planting other flowering trees such as 40 Galaxy magnolias. Increase diversity by reducing number of Green Arrow Cedars and plant 30 Incense Cedars. Per VMC: Replacement trees shall optimize tree diversity; include native species and at least 60 percent conifers; utilize insect and disease resistant trees.

Prior to civil approval, increase diversity by reducing maple numbers, increase Green Vase Zelkovas, incorporate European Hornbeams, and incorporate other species such as Sterling Lindens. Per VMC: Replacement trees shall optimize tree diversity; include native species and at least 60 percent conifers; utilize insect and disease resistant trees. Increase conifers such as Incense cedars along property lines.

Prior to civil approval, per VMC: Spacing of trees to be planted shall be such that it provides for the eventual mature size of the trees. Keep trees 10 feet from buildings so they have room to mature and no closer than 20 feet on center.

Separate out street trees as street trees do not count towards onsite tree density.

The following note shall be placed on the final plat, "Development within this subdivision is subject to an approved tree plan. Tree removal is subject to approval by the City of Vancouver. Street trees must be planted prior to occupancy per the approved plan".

20.790 SEPA

Finding: The applicant submitted an environmental checklist for review (Exhibit 5). Staff issued a Notice of Application and optional SEPA Determination of Nonsignificance (DNS) July 25, 2019. Comments were received from Ecology and Southwest Washington Clean Air Agency during the 30-day public comment period. A final Notice Determination of Nonsignificance (DNS) was issued Aug. 28, 2019 (Exhibit 6).

The SEPA appeal period ended Sept. 11, 2019. No appeals were received.

20.910.050 Zero Lot Line Developments

Finding: The proposed development includes zero lot lines. Zero lot lines buildings will be reviewed at the time of building permit submittal.

Additional Development Standards

20.915 Impact Fees

Finding: This project is subject to park, transportation and school impact fees. For a single-family residential subdivision, a per-lot impact fee shall be calculated at the time of preliminary plat approval, **noted on the face of the final plat**, and imposed on a per-lot basis at the time of individual building permit issuance.

Fee Type	Fee per new single-family dwelling
Park District C	\$2,142.00
Evergreen School District	\$6,100.00
Traffic Impact	
Pacific Subarea/I-205 Mill Plain overlay district	\$2,550.00 per single-family detached \$1,483.13 per single-family attached

20.925 Landscaping

Finding: Project does not meet street tree standards, street trees are required for all projects fronting on a public street or private street.

Prior to civil approval, street trees along NE 28th Street shall be planted in the planter strip of new streets and plant street trees along existing private roads.

20.927.030 Narrow Lot Development

Finding: All single-family lots in this subdivision are less than 40 feet in width which requires adherence to the narrow lot development chapter. The purpose of this chapter is to provide additional standards to eliminate conflicts between the design and location of driveways with utilities, street lights, fire hydrants, water meters etc.; provide adequate guest parking; and ensure adequate access for solid waste collection vehicles eliminating conflicts with frontage requirements.

20.927.040 Narrow Lot Development Standards

On and off-site improvements plan required.

Finding: The applicant has submitted a development plan showing that utilities, driveways, street trees, etc. have been located and designed to minimize conflicts with one another. The plan shows street widths, planter strips, sidewalks, light poles, fire hydrants and mail boxes. City water and sanitary sewer have reviewed placement of lines and meters to each narrow lot.

Standards for guest parking in common areas

Finding: Adequate guest parking shall be provided. At least one guest parking space for every three narrow lots in the development shall be provided. For the proposed 114 narrow lots, a minimum of 38 guest parking spaces are required. These spaces may be located on-street or in common parking areas. The proposed development includes 50 off-street guest parking spaces and 49 on-street guest parking spaces for a total of 99 guest parking spaces.

20.925 Landscaping

Finding: Ten percent of the net lot area of each single-family lot shall be landscaped. Compliance with this requirement will be verified at the time of building permit review for each of the single-family lots.

Street trees are required for all projects fronting on a public street, private street or private drive. The tree plan submitted shows street trees proposed along the street frontages. This requirement has been met as proposed.

Street trees along NE 28th Street shall be planted a minimum of three feet behind the curb and plant street trees along existing private roads.

20.945 Parking

Finding: Each new single-family residence will require one off-street parking space. The space must be a minimum 9 feet wide by 17 feet deep, paved and located outside the minimum setbacks. Each lot will be reviewed for compliance with this requirement at the time of building permit review.

As discussed in the narrow lot section of this report, 99 guest parking spaces have been provided in compliance with the narrow lot ordinance requirement for one guest parking space per three narrow lots. A minimum of one driveway or garage parking stall will be provided for each new lot.

20.970 Solid Waste Disposal and Recycling

Finding: Solid Waste collection vehicles will require clear access for weekly collection in the private alleys and along streets where residents' carts will be set out for collection. Be advised that reducing overall parking spaces in the development can lead to residents and guests parking or blocking areas where collection vehicles need to circulate. The applicant is encouraged to consider signage or striping to visually limit vehicle parking or blocking collection vehicle access.

11.70 Transportation – Concurrency

Finding: The applicant is proposing a Planned Development 114-lot subdivision. The project is located between NE 28th Street and NE Angelo Drive, at the southwest corner of the intersection of NE Four Seasons Lane and NE 28th Street. The site is currently vacant. Access to the lots will be by way of a system of private streets and alleys which ultimately connect to NE Angelo Drive and NE Four Seasons Lane.

The applicant submitted a Traffic Impact Analysis (TIA) dated March 14, 2019, and a subsequent addendum to the TIA, dated March 29, 2019, both from Kittelson & Associates. The TIA included trip generation, trip distribution, intersection level-of-service and queuing analysis, collision analysis, and access sight distance analysis. Trip generation rates in the documents were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, utilizing Land Use Codes 210 – Single-Family Detached Housing, and 230 – Residential Condo/Townhome.

Based on this information, the proposed project will generate 967 new Average Daily Trips (ADT), including 76 new a.m. peak hour trips and 99 new p.m. peak hour trips.

Per the results of the TIA, all the intersections analyzed were found to operate acceptably with full build-out of the proposed development under existing and future traffic conditions. Some of turn-lane queues at these intersections may exceed the existing striped storage lengths during peak hours, but no mitigation actions are necessary at this time. The submitted documentation fulfills the city's requirements for concurrency analysis.

Pursuant to VMC 11.70.090, NE 112th Avenue, NE 28th Street, and NE 18th Street are designated Category 1 Concurrency corridors, which stipulates that the corridors are operating at or above the city's adopted level of service standards. Pursuant to the TIA, the numbers of p.m. peak hour trips distributed to these corridors by the proposed development are not anticipated to cause the corridors to drop below the adopted level of service standard.

The proposed use is located within the #288 Transportation Analysis Zone. The proposed project contributes p.m. peak hour trips to the following Transportation Management Zones (TMZ):

Corridor Name	Corridor Limit	PM Peak Trips
Mill Plain Blvd.	I-205 to 136 th Ave.	2
Mill Plain Blvd.	136 th Ave. to 164 th Ave.	4
Fourth Plain Blvd	I-205 to 162 nd Ave.	8
112 th Avenue	Mill Plain Blvd. to 28 th Street	14
112 th Avenue	28 th Street to 51 st Street	39
164 th /162 nd Avenue	SE 1 st St. to Fourth Plain Blvd	4
Burton Road / 28 th St.	18 th Street to 112 th Ave.	20
Burton Road / 28 th St.	112 th Ave. to 138 th Ave.	74
Burton Road / 28 th St.	138 th Ave. to 162 nd Ave.	1
NE 18 th Street	112 th Avenue to 138 th Avenue	57
NE 18 th Street	138 th Avenue to 162 nd Avenue	8
136 th / 137 th Ave.	Mill Plain Blvd. to NE 28 th St.	8
136 th / 137 th Ave.	NE 28 th St. to Fourth Plain Blvd.	2
192 nd Avenue	SR-14 to NE 18 th Street	2

Based on the above table, **prior to the issuance of civil plan approval, the applicant shall pay concurrency modeling fees totaling \$1,500.00.** Pursuant to the applicant's information, the project will not distribute trips to any other Transportation Management Zones.

Transportation Impact Fees (TIF) are imposed per VMC 20.915. See the section of this staff report addressing VMC 20.915 for calculation of TIF.

Conclusion: The proposed development meets the requirements of VMC 11.70 as conditioned.

11.80 Transportation – Street & Development Standards

Finding: The applicant is proposing a Planned Development 114-lot subdivision. The project is located between NE 28th Street and NE Angelo Drive, at the southwest corner of the intersection of NE Four Seasons Lane and NE 28th Street. The site is currently vacant. Access to the lots will be

by way of a system of private streets and alleys which ultimately connect to NE Angelo Drive and NE Four Seasons Lane.

Northeast 28th Street is designated a four-lane minor arterial with center left-turn and bike lanes, which requires a minimum 50 feet half-width right of way and 35 feet paved street half-width per city standard plan T10-08. The existing road along the property frontage of NE 28th Street includes asphalt roadway, curb, gutter, substandard attached sidewalks, ADA ramps, street lighting, and storm drainage. **Prior to the issuance of final subdivision approval, the applicant shall provide the following for NE 28th Street:**

- **Dedicate additional right of way as necessary to meet the minimum required 50-foot half-width standard.**
- **Remove the existing sidewalk.**
- **Abandon and remove the two existing mid-block ADA ramps.**
- **Abandon and remove all existing driveway accesses.**
- **Install City of Vancouver standard detached sidewalks with minimum width of six-feet, and install a planting strip. If the detached sidewalk does not fit within the standard right of way width an appropriate pedestrian easement will be required.**
- **Upgrade the existing street lights to LED lenses per current city standards.**
- **Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.**

Northeast Angelo Drive is designated a neighborhood circulator which requires a minimum 27 feet half-width right of way and 18 feet paved street half-width per city standard plan T10-14. The existing road along the property frontage of NE Angelo Drive includes asphalt roadway, curb, gutter, meandering sidewalks, and ADA ramps. There are also Type D 'acorn-style' lights located in the existing street median. No additional right of way or pavement width is required for NE Angelo Drive. However, additional street lighting will be required. **Prior to the issuance of civil plan approval, the applicant shall coordinate with the Traffic Operations Division to establish placement locations for additional Type D 'acorn-style' lights (T21-04) along the frontage of NE Angelo Drive and show them on the civil plans. Prior to the issuance of final subdivision approval, the applicant shall provide the following for NE Angelo Drive:**

- **Install City of Vancouver standard major commercial-style driveway to serve the proposed private street.**
- **Install Type D 'acorn-style' street lighting as directed by Traffic.**
- **Upgrade the existing ADA ramp at the northwest corner of the existing private street intersection to meet current standards.**
- **Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.**

Northeast Four Seasons Lane is designated a three-lane collector arterial with bike lanes which requires a minimum 35 feet half-width right of way and 23 feet paved street half-width per city standard plan T10-12. The existing road along the property frontage of NE Four Seasons Lane includes asphalt roadway, curb, gutter, substandard attached sidewalks, ADA ramps, street lighting, and storm drainage. **Prior to the issuance of final subdivision approval, the applicant shall provide the following for NE Four Seasons Lane:**

- **Dedicate additional right of way as necessary to meet the minimum required 35-foot half-width standard.**

- Upgrade the existing ADA ramp at the northwest corner of the existing private street intersection to meet current standards.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

The applicant has submitted a technical road modification request from SGA Engineering & Design, requesting approval of a technical road modification to allow the existing substandard sidewalks along NE Four Seasons Lane to remain in place. The proposed technical road modification request has been reviewed and approved by the city. **Prior to final subdivision approval, the applicant shall comply with all conditions and requirements set forth in the road modification approval.**

All the interior roadways and alleys within the development, including NE 27th Way, NE 27th Place, NE 115th Place, and NE 117th Place, are private streets. Per the allowances and requirements of the PUD, the cross sections of these private streets vary greatly.

Prior to the issuance of final plat approval the applicant shall construct the portion of NE 27th Way between NE 115th Place and NE 117th Place as a private street with the following City of Vancouver standard improvements:

- 28-foot paved width to allow parallel parking on one side of the street.
- Curb, gutter, 5-foot detached sidewalk, street lighting, ADA ramps, and planting strip shall be installed on the same side of the street as the parallel parking.
- Curb, gutter, and driveway approaches shall be installed on the side of the street opposite from the parallel parking.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Prior to the issuance of final plat approval the applicant shall construct the portion of NE 27th Way located on the east side of NE 117th Place as a private street with the following City of Vancouver standard improvements:

- 16-foot paved width (minimum).
- Flat curbs on both sides of the street per city standard plan T01-01A
- 2-foot center gutter pan
- Perpendicular parking on one side as necessary to meet minimum requirements.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Prior to the issuance of final plat approval the applicant shall construct NE 115th Place as a private street with the following City of Vancouver standard improvements:

- 28-foot paved width to allow parallel parking on one side of the street.
- Curb, gutter, 5-foot detached sidewalk, street lighting, ADA ramps, and planting strip shall be installed on the same side of the street as the parallel parking.
- Curb, gutter, (or gutter pan as appropriate), parallel or perpendicular parking as necessary to meet minimum requirements, 5-foot meandering sidewalk, street lighting, and ADA ramps shall be installed on the side of the street opposite from the parallel parking.

- **Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.**

Prior to the issuance of final plat approval the applicant shall construct NE 117th Place as a private street with the following City of Vancouver standard improvements along the side of the street that fronts the subdivision:

- **Additional paved width as necessary to provide at least 36-foot total paved width, to allow parallel parking on both sides of the street.**
- **Curb, gutter, 5-foot attached sidewalk, street lighting, and ADA ramps.**
- **Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.**

The applicant must also coordinate with the property owner on the opposite side of the street to remove all existing parking restrictions on NE 117th Place, including signage and curb paint.

The alleys within the development shall meet the general requirements of city standard plan T10-19, with the exception that the typical rolled curb will be replaced with flat curb as is allowed in narrow lot subdivisions. **Prior to the issuance of final plat approval the applicant shall construct the interior alleys with the following City of Vancouver standard improvements:**

- **20-foot paved width (minimum).**
- **Flat curbs on both sides of the alley per city standard plan T01-01A**
- **2-foot center gutter pan**

The applicant's traffic impact analysis contains recommendations regarding the placement of stop signs at key intersections within or adjacent to the development. These include the following:

- **The proposed western private street access to NE Angelo Drive, southbound approach**
- **The existing eastern private street access to NE Angelo Drive, southbound approach**

Prior to the issuance of final subdivision approval, the applicant shall coordinate with the city's Traffic Engineer to provide stop signs at the locations specified in the applicant's traffic impact analysis. Information pertaining to the placement of the new stop signs shall be included in the signing and striping plan section of the approved civil plans. Signing and striping plans are required even if not proposing any new striping in the public right of way. If no new striping is proposed then the plan should indicate what exists.

Street lighting is required on public and private streets per VMC 11.80.050 and 11.80.090. Any substandard street lighting shall be required to be upgraded to current city standards as part of this project. Street lighting shall be installed and/or updated to meet the design standards per city standard plans T21-01A through T21-01D. If the applicant proposes to retain the existing lighting or install lighting that exceeds the maximum spacing requirement a photometric analysis will be required to ensure the lighting level standards are met. If the maximum spacing per T21-01A is met, the photometric analysis is not necessary. IES files for lighting software can be obtained from lighting manufacturer. Use lighting materials from the City of Vancouver approved material list. New lights will be LED and existing HPS lights will be retrofitted to LED unless otherwise noted by Traffic. Any new or existing lights that are within ten feet of primary power and/neutral lines, will require the developer to raise the power lines. The developer will need to work with Clark Public Utilities for requirements and costs.

The applicant shall provide a shared access and maintenance agreement for all shared driveways and private streets to cover the cost of maintaining and operating street surface, signs and markings, street lights, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. **The agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided prior to final plat approval.**

Per VMC 11.80.050 (H), a statement with the following language is required on the face of any plat or short plat containing a private street:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, street lights, curbs, or landscaping.

Per VMC 11.80.050 (I), where private streets are included in plats/subdivisions that include conditions, covenants and restrictions (CCRs), the CCRs must include the following statement:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, street lights, curbs, or landscaping.

The CCRs also must include terms and condition of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easement, and other considerations.

Per VMC 11.80.050 (J), the city will not maintain streets, signs, street lights, or drainage improvements associated with a private street. Prior to final inspection and approval of a private street, a maintenance agreement must be recorded with the Clark County Auditor as a covenant running with the land for any and all parcels served, or potentially served. The agreement must set forth the terms and conditions of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easements, and other considerations. The agreement also must include the creation of a private street maintenance fund and the annual assessment.

Conclusion: The proposed development meets the requirements of VMC 11.80 as conditioned.

Water

Finding: The Water Systems Planning and Design Department has reviewed the proposed project and determined that it can meet the requirements of VMC Title 14, City of Vancouver Standard Details and City of Vancouver General Requirements.

This project has been reviewed in accordance with VMC Title 14, City of Vancouver Standard Details and City of Vancouver General Requirements. The applicant will be required to comply with all applicable codes and ordinances even in the absence of plan review comments.

Sewer

Finding: There are existing 8-inch diameter sewer mains to the west of the proposed development that were constructed to the east of NE 114th Avenue in 25-foot wide public water and sewer easements. As-built records (ENG2000-00011) show that the water-sewer easements were extended to the west property line of Parcel ID 162742-034 within drive aisles on the north and south side of Building "K" of the ENG2000-00011 Project. There is an existing 15-inch diameter public sewer fronting the proposed development in NE Angelo Drive, and a 27-inch diameter public sewer fronting Parcel ID 16274-026 of the proposed development in NE 28th Street. There is also a public sewer manhole at the intersection of NE 28th Street and 119th Avenue adjacent to the proposed multi-family/condo building.

Public sewer service requires the applicant to construct an 8-inch diameter public sewer, within public right of way or public easements, as required so that public sewer fronts each lot of the proposed development. Preliminary plans show construction of 8-inch public sewers on-site from the existing public sewer in NE 28th Street.

The applicant shall construct a separate service lateral for each building from public sewer. Service laterals must be constructed of 6-inch diameter pipe (or larger) for multi-family use. Connections shall be made per the City of Vancouver Standard Plan Series S-1.4.

Conclusion: Public sanitary sewer is available at the site and construction standards for private sewer lateral connections and for public sewer construction can be met.

14.24 Erosion Control

The project site is currently vacant and covered mainly in grasses with little or no native vegetation. The site is fairly flat. The proposed project will create more than 5,000 square feet of hard surfaces and will require an erosion control plan. The project will disturb more than one acre of land and a stormwater pollution prevention plan (SWPPP) is required for the project. The existing storm system in NE 28th Street drains to Burnt Bridge Creek and must be protected from sediment and sediment laden runoff during construction. The applicant has submitted a preliminary erosion control plan and has demonstrated that the requirements of the ordinance can be met for the project. A final erosion/sedimentation control plan and a SWPPP shall be submitted for civil review.

14.25 Stormwater

The proposed site plat will add more than 5,000 square feet of hard surfaces and must meet Minimum Requirements #1-9 of the Western Washington Phase II stormwater permit. An access and inspection easement to city for all on-site private storm facilities must be included on the stormwater plan and the site plan. The applicant has submitted a preliminary stormwater plan and a preliminary stormwater report. The plan and report demonstrate that the requirements of the ordinance can be met for the project. The plans include an infiltration system on-site to handle all runoff generated on-site. Connection to the public storm system would only be allowed if infiltration was not possible onsite and would require a flow control BMPs on-site. There are three existing storm treatment facilities on-site that must be maintained. It appears that one of the facilities will be impacted by the proposed development. If this facility is eliminated it must be replaced with a comparable runoff treatment facility or runoff to this facility could be redirected to a new facility with enough capacity to handle the existing flow. A final stormwater plan and stormwater report shall be submitted for civil review.

Fire

Finding: The fire department has reviewed the proposed project and determined that it can meet the requirements of VMC Title 16 and the International Fire Code.

This project has been reviewed in accordance with the 2015 International Fire Code as adopted and amended by the Vancouver Municipal Code, Section 16.04. The applicant will be required to comply with all applicable codes and ordinances even in the absence of plan review comments.

Building

Scope of Review: A complete building code review of plans is not performed during pre-application or site plan review. Filing of building permit application with required fees and review material is required for a complete building code review.

Proposal: Plans provided propose to construct 114 single-family residential lots on 8.77 acres includes some zero lot line attached and a majority of zero lot line detached single-family dwelling units. At this time, plans and information necessary to verify compliance with all applicable building code provisions is not required.

Applicable Codes: For a building permit to be issued, the project must comply with building codes applicable at the time of building permit application. Title 17 of the Vancouver Municipal Code contains rules and regulations for the technical codes as they regulate site preparation and construction, alteration, moving, demolition, repair, use and occupancy of buildings, structures and building service equipment.

In order to receive a building permit, the proposal must meet the minimum standards of the technical codes referred to in Title 17 with applicable state and local amendments.

The City of Vancouver formally adopted the International Codes as of July 1, 2016

Applicable codes are as follows:

2015 International Building Code w/Washington Amendments
2015 International Residential Code w/Washington Amendments
2015 International Mechanical Code w/Washington Amendments
2015 Uniform Plumbing Code w/Washington Amendments
2017 National Electrical Code w/Washington Amendments
2015 Washington State Energy Code-effective January 1, 2013
ICC/ANSI A117.1-2003 Accessibility
2015 International Fuel Gas Code
Vancouver Municipal Code Title 17

The Washington State Codes and Amendments may be accessed at <http://www.sbcc.wa.gov/sbccindx.html>.

Within the City of Vancouver design data noted on structural plans and calculations engineers will be required to indicate 135mph 3 sec gust wind speed, risk category II, seismic zone D1, exposure B. Roof snow load 25sf.

A separate fire review will be conducted by the fire marshal.

Information on current codes may be obtained at www.cityofvancouver.us or by contacting Building Division staff.

The building wall on the zero-foot yard setback shall be constructed of window-free, fire resistive construction per the Building Code standards of Title 17, no portion of which shall project over any property line. The construction shall be subject to review by the building official.

Exterior walls located closer than five feet to a property line or an assumed property line shall be one hour fire rated from both sides. The maximum allowable combined window and door opening is 25 percent of the wall area.

Exterior walls closer than three feet to property lines shall have no openings allowed. Eave projections may not extend more than 12 inches into the area where openings are prohibited. Therefore, projections cannot be closer than two feet to the property line.

Eaves extending into the five-foot setback shall have a minimum one hour fire rated protection from the underside.**the exception to the fire rated protection is to provide solid fire blocking from the top plates of the wall to the roof sheathing.

Eave vent openings are not allowed on projections extending closer than five feet to the property line. Eaves may not extend closer than two feet to a property line IRC R302.1.

Condition of approval: A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states that the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading. Please send to inspectionreports@cityofvancouver.us.

Geotechnical report required for tree excavating and root systems removal with compaction reports. A letter from the geotechnical engineer of record showing compliance and summarizing field observations and inspections will be required prior to footing inspection.

Finding: The proposed site plan appears acceptable for building codes related issues and accessibility issues; however, a complete building plan review will be required to determine final compliance.

Conclusion: As submitted, the project can be reviewed for building code issues related to the site plan. The site plan review process is a separate and distinct process from the building permit process.

As submitted, project could be approved for building code requirements pertaining to the site plan.

RECOMMENDATION

Staff hereby recommends the Hearing Examiner recommend to City Council approval of the planning development and subdivision with conditions as noted below and throughout this report. Based upon the analysis and findings herein, the criteria for approval have been satisfactorily met, or shall be met with the conditions of approval and no significant adverse impacts have been identified. This approval does not grant the right to permits, but only determines the development can meet the requirements of the applicable ordinances as described in this report.

CONDITIONS OF APPROVAL

Prior to Civil Plan Approval

1. Upload the civil plan review set showing all the revisions requested as well as all necessary reports (geotechnical, hydrology, traffic analysis, road modification, etc.). Include a detailed site plan in the civil plan review set. For questions on these requirements please contact 360-487-7804.
2. Grading plan review fees will be due upon submittal of civil plans for review. Contact Permit Center staff at 360-487-7802 to obtain a fee quote.
3. Mains and fire hydrants shall be shown with minimum fire flow provided as required by 2015 International Fire Code Appendix B, B105.2 and Table B105.1.
4. Add a note to the grading plan stating: "In the event that archaeological deposits are encountered during construction, work shall be halted immediately and the City of Vancouver's Community and Economic Development Department and the Washington State Department of Archaeology and Historic Preservation shall be notified in order for the findings to be investigated and assessed by a professional archaeologist."
5. Pay concurrency monitoring fees totaling \$1,500.00.
6. An erosion control plan shall be submitted and approved prior to clearing, grading or construction. The plan shall be designed according to the City of Vancouver's General Requirements and Details.
7. Submit a separate fire response plan.
8. Street trees along NE 28th Street shall be planted a minimum of three feet behind the curb and plant street trees along existing private roads.
9. Increase diversity by reducing the number of dogwoods and planting other flowering trees such as 40 Galaxy magnolias. Increase diversity by reducing number of Green Arrow Cedars and plant 30 Incense Cedars. Per VMC: Replacement trees shall optimize tree diversity; include native species and at least 60 percent conifers; utilize insect and disease resistant trees.
10. Increase diversity by reducing maple numbers, increase Green Vase Zelkovas, incorporate European Hornbeams, and incorporate other species such as Sterling Lindens. Per VMC: Replacement trees shall optimize tree diversity; include native species and at least 60 percent conifers; utilize insect and disease resistant trees. Increase conifers such as Incense cedars along property lines.
11. Spacing of trees to be planted shall be such that it provides for the eventual mature size of the trees. Keep trees 10 feet from buildings so that they have room to mature and no closer than 20 feet on center.

12. Coordinate with the Traffic Operations Division to establish placement locations for additional Type D 'acorn-style' lights (T21-04) along the frontage of NE Angelo Drive and show them on the civil plans. Prior to the issuance of final subdivision approval, the applicant shall provide the following for NE Angelo Drive:

- Install City of Vancouver standard major commercial-style driveway to serve the proposed private street.
- Install Type D 'acorn-style' street lighting as directed by Traffic.
- Upgrade the existing ADA ramp at the northwest corner of the existing private street intersection to meet current standards.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Prior to combustible construction

13. Fire hydrants for emergency use shall be installed, approved and maintained.
14. Fire apparatus access shall be provided and maintained.

Prior to or during construction

15. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.
16. Obtain all required permits to complete the sewer service lateral construction.
17. If an on-site sewage system is found during development, it must be properly abandoned. The proposed development must connect to an approved public sewer system.
18. If a well is found during development, it shall be properly decommissioned by a licensed well driller. The proposed development must connect to an approved public water system.
19. Comply with the requirements of the Clark County Public Health Development Review letter dated Feb. 28, 2019.
20. Comply with the requirements in Southwest Clean Air Agency's letter dated Aug. 22, 2019.
21. Comply with the requirements in the Department of Ecology's letter dated Aug. 23, 2019.

Prior to Final Plat Approval

22. Submit a final plat application along with two (2) full size copies and 1 reduced 8 1/2 x 11 copy of the proposed plat and tree/landscape plan. Applications can be found under Building, Planning and Environment on the City of Vancouver website, www.cityofvancouver.us.
23. A note shall be added to the plat stating that all lots conform to the City of Vancouver driveway spacing standards, per VMC 11.80.110.
24. The following note to be placed on the final plat: "Home Owner Association is responsible for maintenance of all open space tracts listed on this plat."
25. Satisfy all of the submittal and other related requirements itemized in the projects upcoming Notification of Civil Plan Approval (plan approval letter).
26. The following note shall be added to the final plat: "Development within this subdivision is subject to an approved tree plan. Tree removal is subject to approval by the City of Vancouver. All trees must be planted prior to occupancy per the approved tree plan."
27. Show all easements on the final plat.

28. Add a note to the plat that states: In the event that archaeological deposits are encountered during construction, work shall be halted immediately and the City of Vancouver's Community and Economic Development Department and the Washington State Department of Archaeology and Historic Preservation shall be notified in order for the findings to be investigated and assessed by a professional archaeologist.
29. Submit a copy of the final acceptance letter from the purveyor to the Public Health along with the final plat for signature.
30. Where private streets are included in plats/subdivisions that include conditions, covenants and restrictions (CCRs), the CCRs must include the following statement: *WARNING: The City of Vancouver has no responsibility to improve or maintain the private streets contained within, or private streets providing access to, the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, street lights, curbs, or landscaping.*
31. Provide a shared access and maintenance agreement for all shared driveways and private streets to cover the cost of maintaining and operating street surface, signs and markings, street lights, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. The agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided prior to final plat approval.
32. The CCRs must include terms and condition of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easement, and other considerations.
33. Provide the following for NE 28th Street:
 - Dedicate additional right of way as necessary to meet the minimum required 50-foot half-width standard.
 - Remove the existing sidewalk.
 - Abandon and remove the two existing mid-block ADA ramps.
 - Abandon and remove all existing driveway accesses.
 - Install City of Vancouver standard detached sidewalks with minimum width of six feet, and install a planting strip. If the detached sidewalk does not fit within the standard right of way width an appropriate pedestrian easement will be required.
 - Upgrade the existing street lights to LED lenses per current city standards.
 - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
34. Provide the following for NE Four Seasons Lane:
 - Dedicate additional right of way as necessary to meet the minimum required 35-foot half-width standard.
 - Upgrade the existing ADA ramp at the northwest corner of the existing private street intersection to meet current standards.
 - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
35. Comply with all conditions and requirements set forth in the road modification decision dated Aug. 28, 2019.

36. Construct the portion of NE 27th Way between NE 115th Place and NE 117th Place as a private street with the following City of Vancouver standard improvements:
- 28-foot paved width to allow parallel parking on one side of the street.
 - Curb, gutter, 5-foot detached sidewalk, street lighting, ADA ramps, and planting strip shall be installed on the same side of the street as the parallel parking.
 - Curb, gutter, and driveway approaches shall be installed on the side of the street opposite from the parallel parking.
 - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
37. Construct the portion of NE 27th Way located on the east side of NE 117th Place as a private street with the following City of Vancouver standard improvements:
- 16-foot paved width (minimum).
 - Flat curbs on both sides of the street per city standard plan T01-01A
 - 2-foot center gutter pan
 - Perpendicular parking on one side as necessary to meet minimum requirements.
 - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
38. Construct NE 115th Place as a private street with the following City of Vancouver standard improvements:
- 28-foot paved width to allow parallel parking on one side of the street.
 - Curb, gutter, 5-foot detached sidewalk, street lighting, ADA ramps, and planting strip shall be installed on the same side of the street as the parallel parking.
 - Curb, gutter, (or gutter pan as appropriate), parallel or perpendicular parking as necessary to meet minimum requirements, 5-foot meandering sidewalk, street lighting, and ADA ramps shall be installed on the side of the street opposite from the parallel parking.
 - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
39. Construct NE 117th Place as a private street with the following City of Vancouver standard improvements along the side of the street that fronts the subdivision:
- Additional paved width as necessary to provide at least 36-foot total paved width, to allow parallel parking on both sides of the street.
 - Curb, gutter, 5-foot attached sidewalk, street lighting, and ADA ramps.
 - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
40. Coordinate with the property owner on the opposite side of the street to remove all existing parking restrictions on NE 117th Place, including signage and curb paint.
41. Construct the interior alleys with the following City of Vancouver standard improvements:
- 20-foot paved width (minimum)
 - Flat curbs on both sides of the alley per city standard plan T01-01A
 - 2-foot center gutter pan

42. Coordinate with the city's Traffic Engineer to provide stop signs at the locations specified in the applicant's traffic impact analysis. Information pertaining to the placement of the new stop signs shall be included in the signing and striping plan section of the approved civil plans. Signing and striping plans are required even if not proposing any new striping in the public right of way. If no new striping is proposed then the plan should indicate what exists.

Prior to Issuance of Building Permits

43. Pay all applicable fees, including impact fees. Pursuant to Chapter 20.915 of the VMC, the Park, Traffic and School Impact Fees for a single-family residence in this plat are \$1,565.00 (Park District C), \$2,550.00 for single-family detached lots and \$1,483.13 for single-family attached lots (Pacific TIF District), and \$6,100.00 (Evergreen School District). Said fees will be recalculated for building permit application filed more than three years after preliminary plat approval. These fees do not constitute liens against the lots in this subdivision, but are collected as a condition of initial building permit issuance.
44. A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading. Please send to inspectionreports@cityofvancouver.us.
45. Future buildings shall look substantially similar to the 28th Street renderings submitted June 20, 2019.
46. Fence heights shall be limited to 36 inches along 28th Street frontage and internal pedestrian connections.

Prior to Issuance of Certificate of Occupancy

47. All trees shall be planted in accordance with VMC 20.925.060
48. This project has been reviewed in accordance with the 2015 International Fire Code as adopted and amended by the Vancouver Municipal Code, Section 16.04. The applicant will be required to comply with all applicable codes and ordinances even in the absence of plan review comments.

EXHIBITS

1. Staff Report
2. Land Use Application
3. Applicant narrative
4. Development Plans
5. Notice of Application, Public Hearing, and Optional SEPA DNS dated July 25, 2019 with environmental checklist
6. Final DNS dated Aug. 28, 2019
7. Clark County Public Health Development Review Evaluation dated Feb. 28, 2019
8. Letter from Department of Ecology dated Aug. 23, 2019
9. Letter from Southwest Clean Air Agency dated Aug. 22, 2019
10. Evergreen School District Capacity Letter dated Feb. 7, 2019
11. Trip Generation and Distribution Report by Kittelson dated March 14, 2019 **
12. Trip and Traffic Impact Fee Worksheet dated Sept. 4, 2019
13. Four Seasons North Parking Assessment by Rick Williams Consulting
14. Preliminary Stormwater Report by SGA Engineering dated March 19, 2019**
15. Geotechnical Investigation by Columbia West dated Nov. 1, 2018 **

**Because of the size of the exhibit, it is not included with this report. The document is available for review at Community & Economic Development Department, 415 W 6th Street. If you would like to review the document, check in at the reception area of the Permit Center between the hours of 9 a.m.–12:30 p.m. and 1:30 p.m.–4 p.m.